

Peters	Schumer	Warner
Reed	Scott (SC)	Warnock
Romney	Shaheen	Warren
Rosen	Sinema	Whitehouse
Rounds	Smith	Wyden
Sanders	Tester	
Schatz	Van Hollen	

## NAYS—38

Barrasso	Ernst	Murkowski
Blackburn	Fischer	Paul
Blunt	Grassley	Portman
Boozman	Hagerty	Risch
Braun	Hoeven	Sasse
Burr	Hyde-Smith	Scott (FL)
Capito	Johnson	Shelby
Cassidy	Kennedy	Thune
Cornyn	Lankford	Tillis
Cotton	Lee	Tuberville
Cramer	Lummis	Wicker
Cruz	Marshall	Young
Daines	McConnell	

## NOT VOTING—7

Cantwell	Rubio	Toomey
Hawley	Stabenow	
Inhofe	Sullivan	

The PRESIDING OFFICER (Mr. HEINRICH). On this vote, the yeas are 55, the nays are 38.

The motion was agreed to.

## EXECUTIVE SESSION

## EXECUTIVE CALENDAR

The PRESIDING OFFICER. Cloture having been invoked, the Senate will resume executive session to consider the Steele nomination.

The PRESIDING OFFICER. The Senator from Ohio.

## INFRASTRUCTURE INVESTMENT AND JOBS ACT

Mr. PORTMAN. Mr. President, for many years now, there is a joke that Presidents have what is called infrastructure week, where they talk about infrastructure and the need for us to move our country forward and fix our outdated system of roads and bridges, freight lines, our ports.

We are, as a country, behind others countries in terms of investing in infrastructure, yet infrastructure week comes and goes without any progress.

Well, today, we had a true infrastructure week because the President of the United States signed legislation that came out of this body—it was bipartisan—that helps to repair our infrastructure in ways that is historic in the sense that it is a broader infrastructure bill than we have passed around here in decades.

It is a big day for infrastructure and, therefore, a good day for my constituents in Ohio and people all around the country—people who are stuck in a traffic jam or maybe people who are worried about the bridge they are going over, whether it is safe or not, which is the case of a big bridge in my community; or whether it is people who don't have access to high-speed internet and, therefore, can't do their school work or can't start a business or be able to get their telehealth. If you are a veteran in Ohio and you want to access telehealth, it is tough to do it in about one-third of our State because you don't have high-speed internet.

So there are a lot of different things that are in this legislation that will

help the people who I represent. We have a lot of aging infrastructure in Ohio on the water side, so our water infrastructure includes a lot of lead pipes still, as an example, and, therefore, drinking water issues.

But we also have a lot of edicts that have come down from the Federal Government that say you have to stop the combined sewer overflow. Our municipalities can't pay for the changes. This will help them as well.

In Cleveland, OH, we have a two-decade-old—I think it is a 47-year-old transit system. The cars, frankly, are being taken off track because they have gotten to a point where they can't be used any more, and yet it is way too expensive. The funding for transit will be very helpful in Cleveland, OH.

In my own community, we have a bridge people have been talking about fixing for, literally, 25 years, because I have been involved in that discussion when I was in the House and now in the Senate. The problem is the bridge was constructed assuming a certain amount of traffic, and yet the amount of traffic has more than doubled. As a result, they have taken the shoulders off the bridge in order to create more room for another lane. As a result, when you have a flat tire or an accident, God forbid, on the bridge—which, unfortunately, happens too often—there is no place to go and, therefore, causes even more safety hazards. The bridge is a bottleneck every single day, not just in rush hour. I can go there in the afternoon—you know, 2, 3 in the afternoon and people are backed up on this bridge.

A lot of the people who are backed up, by the way, are people who are in business. Eighteen-wheelers are trying to get through because it is the confluence of I-71 and I-75, two major interstates. So it is a big economic issue with all that lost time in commuting every day across that bridge, and all the lost time in terms of the freight has a big economic impact—billions of dollars, they say. Three percent of America's commerce goes across that bridge every day, so it is a real problem.

We have never been able to figure out how to fix it because we can't accumulate enough money locally—the State, Federal—to be able to make the big change that has to occur, which is building another bridge, expanding and fixing up the current one. It has been frustrating.

This legislation signed today will finally provide the tools to do that. They have to apply like any other project around the country. It is a grant that is based on merit, but the grant is specifically focused on major bridges, like ours, where you have this economic impact that are so-called functionally obsolete, meaning they are carrying more traffic than they should be. Ours is carrying twice as much.

It should fit very well, but they are going to have to come up with a local match as well. I am confident that it

can be found—a local match, which is less than we did before when we had a tough time finding that local match and were not able to move forward.

People in my community, they are ready for this bridge to be fixed. I mean, the Brent Spence Bridge is something I have heard about, again, during my entire career.

I got a little bit of funding here and there to do the environmental impact statement or do the engineering, but to actually get in there and do it is going to be extremely expensive. You are not going to find 2, 3-plus billion dollars without this kind of a Federal commitment. That is in this legislation, as an example.

It is also helpful that this legislation deals with our ports because one of the issues right now we have with the supply chain crisis is things are just not moving through our ports as quickly as they should, in part because our ports have fallen behind.

I mentioned other countries who spend more infrastructure. Countries like China spend a lot on their ports. China spends more than we do, as do other countries, because they know if you spend money on infrastructure, you get a more efficient economy that leads to higher productivity, and that, in turn, leads to economic growth and more tax revenue coming in, frankly. These are all factors that should be considered in looking at an infrastructure bill.

It is not like normal spending that might be stimulative spending that goes out the door right away. This spending will happen over 2, 3, 5, 10, even 15 years for these major projects. And then these assets that you are investing in—let's say it is a port, let's say it is freight rail, or let's say it is the bridge in Cincinnati or the infrastructure that is a water infrastructure issue in northeast Ohio because of lead pipes—what is fixed will last for a long time, so it is an investment in a long-term asset.

Right now, our country is facing historically high levels of inflation—the highest inflation we have had in more than 30 years. It is a big problem. Everything has gone up.

Gas—I heard yesterday now gas has gone up 50 percent this year. Two weeks ago, it was 42 percent. But all I know is it has gone up about a buck a gallon. When I fill up my pickup truck, I am spending \$100 now. That is tough for people, particularly people who have to commute for their work.

For lower middle-income families in Ohio, this inflation is really devastating. You go to the grocery—I just had somebody show me a photograph recently that someone took with an iPhone of three rib eye steaks for \$100 at Costco. Everything is going up, and that is really devastating.

You wouldn't want this infrastructure bill to add to that inflationary pressure. The good news is, as economists look at this, they say that it goes into the economy in ways that